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## MISCELLANY.

ADDRESS BEFORE THE VINCENNES HISTORICAL  
AND ANTIQUARIAN SOCIETY. BY JUDGE LAW.  
FEB. 22, 1839.

There is much in this address to interest those who desire to preserve the remembrance of the deeds of our immediate ancestors; deeds, many of which are to be found only in tradition, in the private journals or correspondence of the actors and their contemporaries; and which, if not speedily snatched from fast approaching oblivion, will be lost forever. Historical Societies, which have existed many years in some of the States and are multiplying in the remainder, have accomplished great good, by collecting, arranging, and publishing whatever concerns the history of their own neighborhoods. Even in the young and vigorous west, where it would hardly be supposed that the settler could have spared the leisure from clearing the land and tilling the soil, to glean the traditions of the first emigrants and aborigines we find these historical societies flourishing.

The eminent services rendered to the western country by that indefatigable and enterprising officer, Gen. GEO. ROGERS CLARK, have never been duly compensated, nor can they be sufficiently estimated. His biography, which is now in preparation by a citizen of Kentucky, will enlighten the present age on the subject of the perils and privations of himself and the hardy band that accompanied him. The expedition against Vincennes and Kaskaskia being of a military character, we have extracted from Judge LAW's Address some portions that relate to it, and which cannot fail, we think, to be acceptable to our readers generally.

As to the early history of Chippe Coke, (the town of Brush Wood,) or as known in latter days, Vincennes, clouds and darkness rest upon it. At what date it first became established as a military position, it is almost impossible at this late period actually to determine. It is well known that it was first settled by the French. That nation, with a tact and judgment which is wonderful, and with a prescience which seems to be more than realized at the present time, in relation to the country watered by the Ohio and the Mississippi, and the tributary streams; in the latter part of the 17th century attempted a union of their settlements on the Mississippi, with their possessions in Canada. In order to effect this, they established a cordon of posts from the Lakes to the Balize, including one or more military stations on the Illinois and the Wabash. We know, that early in the 18th century, at least, there was one here, one at Kaskaskia before that period, another at Peoria, and one at Ouiatanon, or the mouth of the Wea, a short distance below the present site of the town of Lafayette. The project was a grand one, and but for the concurrence of circumstances, usually attendant upon national schemes, when colonies are to be formed at a distance; and which, in the event of a war with a rival power, are the first objects of attack and conquest, might have been successful. And "New France," for that was the intended designation of this Transatlantic Empire, might, in all the elements which constitute wealth and power, by this time have rivalled its founder,

and we, instead of being plain republican citizens, have formed a portion of the subjects of the "Grand Monarque." But the war with Great Britain, which was concluded by the peace of 1763, transferred Canada to the British dominion, and Louisiana, by the secret treaty with Spain in 1762, to the latter power. France was thus stripped of all her possessions in the New World; possessions acquired by an immense expenditure both of blood and treasure. It was in the accomplishment of this bold and magnificent scheme for western empire, on the part of the French Court, that the settlements on the Illinois and Wabash were formed.

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The war between France and England, which broke out about 1754, deprived the former of all her possessions in this country; Canada was added to Great Britain, and Louisiana, as before remarked, to Spain. The English, anxious to acquire possession of the country, soon after the peace of 1763 took possession of it. The subsequent events will introduce the American population on the stage of action; and a brief but accurate history of the events which have occurred since, will close my notice of it. The inhabitants occupying the Post, seem to have but little considered or regarded the change. Their old laws, customs, manners, and habits were continued; and, as remarked by one who was present, "the change of government would have hardly been known." The difficulties, however, between the mother country and her colonies, were about to produce a change, which has been felt to the present day among the ancient inhabitants of the "Post." I refer to the capture of it by Gen. George Rogers Clark, February 23d, 1779, sixty years from the day after the one which we are now commemorating. Of this expedition, of its results, of its importance, of the merits of those engaged in it, of their bravery, of their skill, of their prudence, of their success, a volume would not more than suffice for the details. Suffice it to say, that in my opinion—and I have accurately and critically weighed and examined all the results produced by any contests in which we were engaged during the revolutionary war—that for bravery, for hardships endured, for skill and consummate tact and prudence on the part of the commander, obedience, discipline, and love of country on the part of his followers; for the immense benefits acquired, and signal advantages obtained by it for the whole Union, it was second to no enterprise undertaken during that struggle; I might add, second to no undertaking in ancient or modern warfare. The whole credit of this conquest belongs to two men: Gen. George Rogers Clark, and Col. Francis Vigo. And when we consider that by it the whole territory now covered by the three great States of Indiana, Illinois, and Michigan, was added to the Union, and so admitted to be by the commissioners on the part of Great Britain, at the preliminaries for the settlement of the treaty of peace in 1783; and but for this very conquest, the boundaries of our territory west would have been the Ohio, instead of the Mississippi, and so acknowledged and admitted both by our own and the British commissioners at that conference; a territory embracing, as I have before remarked, upwards of two million of people, the human mind is lost in the contemplation of its effects; and we can but wonder that a force of one hundred and seventy men, the whole number of Clark's troops, should, by this single action, have produced such important results. That they did so, all history attests; that they did so, our very assembly here this day proves.

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It was on the 5th of February, 1779, that a Spartan band of one hundred and seventy men, headed by a gallant leader as ever led men to battle, crossed the Kaskaskia river, on their march to this place. The incidents of this campaign, their perils, their sufferings, their constancy, their courage, their success, would be incredible, were they not matters of history. In my opinion, as I have before remarked, no campaign either in ancient or modern warfare, taking into consideration

the force employed, the want of material, the country passed over, the destitution of even the necessaries of life, the object to be accomplished, and the glorious results flowing from it, is to be compared to it. And what is even yet more astonishing, is the fact, that a battle which decided the fate of an empire, a campaign which added to our possessions a country more than equal in extent to the United Kingdoms of Great Britain, Scotland, and Ireland, has scarcely even a page of our revolutionary annals devoted to its details, or making even honorable mention of the brave and gallant men who so nobly and successfully conducted it.

Time would fail me, and your patience would be perhaps exhausted, were I to follow step by step, and day by day, this small, but brave, devoted, patriotic, and chivalrous corps, through the wilderness from Kaskaskia to this place. It would be but a repetition of daily sufferings, of fatigue, of peril, of constancy, of perseverance, and of hope. Day after day, without provisions, wading in ice and water to their necks, through the overflowed bottoms of the Wabash, carrying their rifles above their heads, their gallant chief taking the lead, foremost in difficulty and in danger, did these patriotic soldiers struggle on, faint, weary, cold and starving, until the prize was in view, and their object was accomplished. Look around you, my friends, and see what this portion of our beloved Union is now. Look ahead, and tell me, if you can, what it is to be a half century hence, supposing the improvements to progress as they have the last twenty years—and the advancement will be geometrical—and then go back with me sixty years since, *this very day*, and learn from an actor in the scene—one holding command, and from whose unpublished journal I make the extract, what the country was, and the difficulties and dangers, the perils and sufferings those endured who conquered it for you, and yours: and should you, or those who are to come after you, to the latest generation forget them, "may your right hands forget their cunning."

"February 22d 1779. Col. Clark encouraged his men, which gave them great spirits. Marched on in the water; those that were weak and famished from so much fatigue, went in the canoes. We came three miles farther to some sugar camps, where we stayed all night. Heard the evening and morning guns at the Fort. No provisions yet. **THE LORD HELP US.**

"23d. Set off to cross the plain called Horse Shoe Plain, about four miles long, all covered with water breast high. Here we expected some of our brave men must certainly perish, the water having froze in the night, and so long fasting. Having no other resource but wading this lake of frozen water, we plunged in with courage, *Col. Clark being first*. We took care to have boats by, to take those who were weak and benumbed with the cold into them. Never were men so animated with the thought of avenging the ravages done to their back settlements, as this small army was. About one o'clock we came in sight of the town. We halted on a small hill of dry land, called "Warren's Island," where we took a prisoner hunting ducks, who informed us that no person suspected our coming in that season of the year. Col. Clark wrote a letter to him to the inhabitants as follows:—

*"To the inhabitants of Post Vincennes:*

"GENTLEMEN: Being now within two miles of your village with my army, determined to take your fort this night, and not being willing to surprize you; I take this method of requesting such of you as are true citizens, and willing to enjoy the liberty I bring you, to remain still in your houses. And those, if any there are, that are friends to the King, will instantly repair to the Fort, and join the HAIR-BUYER GENERAL, and fight like men. And if any such as do not go to the Fort shall be discovered afterwards, they may depend on severe punishment. On the contrary, those who are true friends to liberty, will be well treated.

G. R. CLARK."

In order to give effect to this letter, by having it communicated to the French inhabitants, the army encamped until about sun down, when they commenced their march, wading in water breast high, to the rising ground on which the town is situated. One portion of the army marched directly up along where the levee is

now raised, and came in by the steam mill. While another party under Lieut. Bradley deployed from the main body, and came in by the present Princeton road. An entrenchment was thrown up in front of the Fort, and the battle commenced from the British side by the discharge, though without effect, of their cannon, and the return on our side of rifle shot—the only arms which the Americans possessed. On the morning of the 24th, about 9 o'clock, Col. Clark sent in a flag of truce, with a letter to the British commander, during which time there was a cessation of hostilities, and the men were provided with a breakfast—the *first meal which they had had since the 18th, six days before*. The letter of Clark is so characteristic of the man, so laconic, and, under such trying circumstances, shows so much tact, self-possession, and firmness, that I will read it:

"SIR: In order to save yourself from the impending storm that now threatens you, I order you *immediately* to surrender yourself, with all your garrison, stores, &c. &c. For if I am obliged to storm, you may depend on such treatment as is justly due to a *murderer*. Beware of destroying stores of any kind, or any papers or letters that are in your possession, or hurting one house in town. For by Heavens, if you do, there shall be no mercy shown you.

"G. R. CLARK.

*"To Gov. HAMILTON."*

Since the days of Charles the XIIth, of Sweden, I doubt whether ever such a cartel, under such circumstances was sent to an antagonist. Prudence, as Clark well knew would, indeed, have been a "rascally virtue" on such an occasion. Hemmed in on one side by ice and water, with a fortified post bristling with artillery in front, with one hundred and seventy soldiers—part Americans, part Creoles, without food, worn out, and armed only with rifles; it was, as Clark knew, only by acting the victor instead of the vanquished, (as was the real state of the case, if Hamilton had only known the fact,) that he could hope to succeed. He acted wisely and he acted bravely; any other course, and he would have been a prisoner instead of a conqueror. The very reply of Hamilton to this singular epistle shows he was already qualing.

"Gov. Hamilton begs leave to acquaint Col. Clark, that he and his garrison are not disposed to be *awed* into any action unworthy British subjects."

The battle was renewed; the skill of our western riflemen, celebrated even in our days, wounded several of the men in the fort through the port-holes, the only place where a shot could be made effective. Clark, with the skill of a practised commander, must have seen and felt from the answer returned to his communication, that another message would soon be delivered to him from the same quarter; and he was not long in receiving it. The flag of truce brought him as follows:

"Gov. Hamilton proposes to Col. Clark a truce for three days, during which time he promises that there shall be no defensive work carried on in the garrison, *on condition* that Col. Clark will observe on his part a like cessation of offensive work; that is, he wishes to confer with Col. Clark as soon as can be, and promises that whatever may pass between them two, and another person mutually agreed on to be present, shall remain secret till matters be finished; as he wishes, that whatever the result of the conference may be, it may tend to the honor and credit of each party. If Col. Clark makes a difficulty of coming into the fort, Lieut. Gov. Hamilton will speak with him by the gate.

"HENRY HAMILTON.

*"24th Feb., 1779."*

If Gov. Hamilton had known the man he was dealing with, he would have found ere this, that he would have made light of any difficulties, "in getting into the fort," and if not already convinced of the daring of the foe he was contending with, one would have supposed Clark's answer would have set him right:

"Col. Clark's compliments to Gov. Hamilton, and begs leave to say, that he will not agree to any terms, other than *Mr. Hamilton's surrendering himself and garrison prisoners at discretion*.

"If Mr. Hamilton wants to talk with Col. Clark, he will meet him at the church with Capt. Helm."

Laconic enough surely, and easily understood; and so it was. For in less than one hour afterwards, Clark dictated himself the following terms, which were accepted, a meeting having taken place at the church:

"1st. Lieut. Gov. Hamilton agrees to deliver up to Col. Clark "Fort Sackville," as it is at present, with all its stores, &c.

"2d. The garrison are to deliver themselves as prisoners of war, and march out with their arms and accoutrements.

"3d. The garrison to be delivered up to-morrow at ten o'clock.

"4th. Three days time to be allowed the garrison to settle their accounts with the inhabitants and traders.

"5th. The officers of the garrison to be allowed their necessary baggage, &c.

"Signed at Post St. Vincents, this 24th of February, 1779; agreed for the following reasons:

"1st. The remoteness from succor. 2d. The state and quantity of provisions. 3d. The *unanimity* of the officers and men in its expediency. 4th. The honorable terms allowed—and, lastly, the confidence in a generous enemy.

HENRY HAMILTON,  
*Lieut. Gov. and Superintendent.*"

It was on the twenty-fifth day of February, 1779, about ten o'clock in the forenoon, that the British troops marched out, and the Americans entered that fort, acquired with the tact, skill, judgment, bravery, peril, and suffering, which I have so briefly attempted to describe. The British ensign was hauled down, and the American flag waved above its ramparts; that flag,

"Within whose folds  
Are wrapped the treasures of our hearts,  
Where e'er its waving sheet is fanned,  
By breezes of the sea or land."

*From the Richmond Enquirer.*  
COOPER'S NAVAL HISTORY.

#### THE MARINE CORPS.

Mr. Cooper's book is one that does honor to himself and to his country. With some slight defects, the obvious effects of haste, which will disappear upon revision, its merits are various and striking. It is the production of one who understands his subject, and was resolved to do justice to friend and foe, without fear or favor. It has not the vagueness of a popular narrative, but is characterized by a technical accuracy, whose phraseology, if sometimes obscure to the general reader, is clear and precise to the professional man. Take, for example, the description of the famous conflict between the Bon Homme Richard and Serapis, which must be a treat to every sailor. Another quality which distinguishes this history, is the fair and manly tone adopted towards our great adversary, whom it neither disparages nor flatters, dealing out even-handed justice to both parties, yet with the spirit of a fervent patriot.

But my particular object in this communication is, to call public attention to the sentiments of Mr. Cooper, with regard to that neglected and ill used branch of the service, the Marine Corps; sentiments which must be disinterested, entertained as they are by one, who was attached to the Navy proper. So frequent and strong is the testimony of the author in behalf of this gallant arm of the public defence, that he seems animated by a generous desire to vindicate it from notorious neglect and ill usage. The opinion is now becoming general, that it has not received common fair treatment at the hands of the Government and the nation. It has shared in the perils and triumphs of the Navy, without partaking of its honors. The laurels which have sprung from the blood which it has so freely poured forth, have been barren of fruit for those by whom it was shed. "In the very commencement of our maritime annals," Mr. Cooper observes, that "the Marine Corps behaved with a spirit and steadiness which have distinguished it from that hour down to the present moment."

"At no period of the Naval History of the world,"

he remarks, in another place, "is it probable that Marines were more important than during the Revolution. In many instances, they preserved the vessels to the country, by suppressing the turbulence of their ill-assorted crews; and the effect of their fire, not only then, but in all their subsequent conflicts under those circumstances in which it could be resorted to, has usually been singularly creditable to their steadiness and discipline. The history of the Navy, even at that early day, as well as in these latter times, abounds with instances of the gallantry and self-devotion of this body of soldiers, and we should be unfaithful to our trusts, were we not to add, that it also furnishes too many proofs of the forgetfulness of its merits by the country. The marine incurs the same risk from disease and tempests, undergoes the same privations, suffers the same hardships, and sheds his blood in the same battles as the seaman, and society owes him the same rewards. While on ship-board, necessity renders him, in a certain sense, the subordinate; but nations ought never to overlook the important moral and political truth, that the highest lessons they can teach are those of justice, and no servant of the public should pass a youth of toils and danger, without a consciousness of possessing a tenure to a certain and honorable reward, that is dependent only upon himself." In a previous paragraph, the author observes, "That corps, however, is so necessary to the military character of every service, has ever been so efficient and useful, not only in carrying on the regular routine of duty, but in face of the enemy, and was so all-important to the security of the ship during the period of which we have been writing that we have reserved a place for a brief account of its organization."

Numerous passages might be quoted to the same purport, supported by examples and illustrations with which the work abounds. Almost every page, indeed, of the brief but brilliant annals which Mr. Cooper so happily commemorates, furnishes the most honorable testimony in favor of this meritorious corps. Need I refer the reader to the naval exploits of the Revolution, the gallant attacks upon Tripoli, the brilliant capture of Derne, the maritime combats of the last war, or the national character redeemed at Bladensburg by the steeliness and courage of the marines under the veteran Barney, to which may be added, the arduous services of the corps volunteered in the perilous campaigns of Florida, which have called forth the signal approbation of the Commanding General? It is now conceded by all, that marines are indispensable to the character and efficiency of the navy. If a contrary opinion was ever maintained by a few, upon merely theoretical grounds, it is abandoned as a heresy, which flies in the face of common sense and the experience of all maritime nations. But Mr. Cooper's testimony on this head is ample and conclusive. I cite a passage from his work, as furnishing a clear and succinct account of the nature and duties of this branch of the navy.

"The men of a public armed ship are divided into two bodies; the portion of the people that do the ordinary duty of the vessel, which includes the petty officers, seamen, ordinary seamen, landsmen and boys, and the marines. The former pass under the general name of sailors, while the latter are always known by their own distinctive appellation. The marines are strictly infantry soldiers, who are trained to serve afloat; and their discipline, equipments, spirit, character, and *esprit de corps*, are altogether those of an army. The marines impart to a ship of war, in a great degree, its high military character. They furnish all the guards and sentinels; in battle, they repel or cover the assaults of boarders; and at times they sustain and protect the stern and necessary discipline of a ship by their organization, distinctive character, and we might add, nature. It is usual to place one of these soldiers on board a ship of war for each gun; though the rule is not absolute. It is not, however, to be understood

by this, that the marines are regularly dispersed in the ship, by placing them at the guns, as, unless in cases that form exceptions, they act together, under their own officers, using the musket and bayonet as their proper weapons." To this it may be added, that they form the guards of barracks and yards, and perform other important duties on shore.

Some of the most brilliant achievements of the British Navy have been performed mainly or partly by marines. The late co-operation of England with the troops of the Queen of Spain, has been chiefly through the instrumentality of marines, a small body of whom in one conspicuous instance, saved the auxiliaries, if not their allies, from total destruction. It is ridiculous to attempt to maintain the police, the character and efficiency of a ship of war, without their aid. It is a common remark, that, but for marines a national ship would be a privateer. Not to speak of more important duties, put a sailor to guard the spirit room, and himself and messmates will soon be in a fine condition. It is dangerous to innovate upon long tried usage in essential matters. So important are marines deemed in the British Navy, which has been our teacher and model, and for coping successfully with which, we have earned the character we possess, that it has ten thousand to twenty-two thousand seamen, whereas our present proportion is scarcely more than one to eight. Indeed, notwithstanding the growth of the American Navy from infancy to manhood, the marine corps is scarcely more numerous than it was in 1798, when we had not a ship of the line, and but a few trifling frigates and smaller vessels. Even so far back as 1809, years before we had a single two-decker, the corps contained thirteen hundred men when full, which is believed to be more than its present number. Are not these extraordinary facts, and worthy of national solicitude? The growth of the navy has been not only exclusive, but at the expense of the marine corps. The public service is suffering essentially from this impolitic injustice. Such is the deficiency, that some of the yards have had to employ civil watchmen as guards, a most unmilitary expedient; and officers at sea are constantly complaining of the want of marines for purposes the most simple and indispensable. The smaller vessels sometimes go to sea without marines, or, when taking a few, without officers to command them. Our vessels, indeed, sail habitually with complements ridiculously defective.

The Navy Commissioners have reduced the marine guards on board of first rates from 90 to 48 privates, thus changing the rule of twelve years standing, adopted in 1825 by the Board, when the gallant and experienced Bainbridge was its President. Nay, more, they have taken upon themselves to violate the law of Congress, which designates 60 marines as the complement of a ship of the line, reducing the number by a simple ordinance to 48—and this not only against the opinions, but in spite of the remonstrances of all practical and experienced men. We have heard much of Executive usurpation in the party contests of the day; but subordinate, administrative omnipotence like this, is, indeed, a marvel. If the character and efficiency of the service, not to speak of the feelings and interests of the particular corps under consideration, can thus be trifled with and hazarded, I will not say from wanton caprice or secret hostility, it is time that Congress and the public should direct a searching eye upon those who are entrusted with the guardianship of the national honor and safety. I, for one, pledge myself to call attention to these and kindred abuses.—Now, too, we begin to hear of palliatives, when a radical cure is demanded; and a reform called for by the wants of the country, the character of the service and the opinion of its best officers, is to be prevented or deferred by petty expedients, insincere in design, inadequate in substance, delusive even in promise. The irresponsible power, which is about to fall beneath the stigma of Congress and the remonstrances of the whole navy, reserves its last sting for this ill-fated corps, an

easy victory which has not even the merit of courage. It was by submitting to such an influence, that the late Secretary, who was a man of good sense and feelings, made shipwreck of his official peace. His was the blame, which should have visited with greater severity those who directed his councils, and who with great professions of respect, look upon a Secretary of the Navy as the Secretary of the Navy Board. Hence the lamentable delays of the Exploring Expedition, which could not leave our shores until impelled by the energetic arm of the Secretary of War. Hence, too, the disgraceful failures in the models of national ships, not sanctioned by the naval constructor, who also has been reduced to a mere tool or cypher. I have spoken of the simple *flat* which reduced, by a mere stroke of the pen, the legal complement of marines on board ships of the line. I learn from an officer attached to the squadron, that the commanding officers of the West India station have unanimously addressed a letter to the Department, urgently calling for an increase of the allotted force of marines, which is found altogether inadequate to the most simple duties. So much for this brilliant nullification of an act of Congress, sanctioned by all the solemn forms of legislation! Much confidence is placed, and I believe justly, in the present Secretary of the Navy, who is known to be a man of firmness and independence. But it is only by following the dictates of his own judgment, and that of unprejudiced and disinterested advisers, that he can accomplish any thing useful; and preserve the generous confidence with which he is regarded by the service.

In view of all those facts and circumstances, the Naval Committee of Congress have had the subject of the Marine Corps under consideration, and that of the House actually reported a bill at the last session, for its augmentation, which, however, was not acted upon, on account of the pressure of business and the existing embarrassments of the times. It is to be hoped that the subject will be early resumed, and under the liberal and enlightened auspices of the Department. The impression throughout the Navy is, that something effectual must and will be done. The feelings of its officers towards the Marine Corps are characterized by justice and magnanimity—they acknowledge that it has participated in the perils and triumphs of the Navy, and that it is indispensable to its character and efficiency. The letters of such men as Stewart, Dallas, Jones, and others, attest the truth of this assertion.

In a word, if the Marine Corps be necessary and important, it should be maintained upon a complete and honorable footing. If we have ships and yards, we must have soldiers, sentinels and guards. The expense of the proposed augmentation may be objected to. If necessary and proper, this is not a valid objection. It is folly to begrudge the cost of an indispensable article. An Army and Navy cannot be maintained without considerable expense. It is expensive to guard or insure property. It is still more expensive to lose it for the want of protection. But the additional outlay will not be so great as would be supposed at first view. Every additional marine merely displaces a landsman, so that the complements of ships are not augmented by the change, and the greater the demand for sea service, the less will be the proportionate expense.

There are other considerations, which will not appeal in vain to the just and generous mind. To such, the spectacle of gallantry, unrequited, discouraged, humiliated, must be painful. For other branches of the public service, something has been done, and with general approbation—for the marine corps, having the same claims, little or nothing. It is lost sight of between the army and navy. One would suppose, that its utility was questioned, or its history forgotten. Shall we permit brave men, numbers of whom have grown gray in the service of their country, to go to the grave without their reward? Shall we suffer their hopes to be withered by disappointment; their spirits

crushed by the coldness of apathy or the contempt of neglect? There are lieutenants in the corps of nearly 20 years' standing. What a period of life to be passed in humble, subordinate station! Is there any other pursuit, I ask, however poor or degraded, which does not hold out a better compensation and higher reward? Shall we offer no chance of promotion to the veteran, but this invidious avenue, opened by the death of seniors? I am persuaded that the country has but to understand the claims of its meritorious servants, and its own highest interests, to have its attention to the subject thoroughly aroused. No! Republics are not unjust, when they are not blind. The most ordinary dictates of patriotism, as well as an honorable sympathy with injured or neglected merit, demand that prompt and effectual measures should be recommended by the Department, which would doubtless receive the sanction of Congress.

## VIRGINIA.

## COMMODORE PREBLE.

We cannot do a better service to our readers than by extracting the following interesting memoir of this gallant officer, from the Courier of Portland, Maine, his native city. It has the appearance of being authentic, and the memory of such deeds cannot be too strongly impressed on the minds of the present generation, as an exemplar of patriotic devotion and heroic bravery worthy all admiration.—*New York Star*.

**COMMODORE PREBLE.**—Our contemporary, the *Argus*, is mistaken in its information relative to the birth of our renowned townsman Commodore Preble. In speaking of the ship lately launched in Portsmouth to which his name has been given, it says, the vessel received the name of *Preble*, "in honor of the distinguished Commodore whose place of nativity was the town of *York*, within this State, within half a dozen miles of where the vessel was built."

As we cannot afford to lose the reputation of giving birth to this distinguished son, we propose to furnish a brief notice of him, and thus retrace some of the prominent acts of his life. Commodore Preble was born in this town in August, 1761: his father, Jedediah Preble, moved here from York about 1750, and married in 1754 for his second wife, a daughter of Joshua Bangs, who came here from Cape Cod, and from whom the Island at the mouth of our harbor is named. The Gen. was born in York, from which all of the name in this State sprung, in 1707. He was long a respectable merchant in town; but in the French war with true military ardor he joined the army under Gen. Wolfe in charge of a company, was present at the capture of Quebec, and was near that lamented officer when he fell. He was gradually promoted to the rank of Brigadier General of the provincial troops, and at the close of the war in 1763, held command of the garrison on Penobscot. He was twice wounded during the war. In 1775 he was appointed Maj. General of the Massachusetts troops, but declined on account of his age. He was appointed a mandamus councillor under the crown in 1773; was the first Senator from the county under the new constitution; twelve years a Representative of the town, and two years a judge of the Court of Common Pleas. He died at last laden with years and honors in 1794, aged 77 years.

Edward, the Commodore, inherited the spirit and enterprise of his father; always bold and daring in his youth, he sought the earliest opportunity for the display of those qualities which could not be satisfied in the sphere of civil life, for which his father at first designed him. As early as 1779 he entered the little navy of the Revolution as midshipman in the Protector, a state ship of 29 guns. On his first cruise his ship captured a British letter of marque of 36 guns; but on the second she was herself captured by a frigate and sloop of war. By the friendship of Colonel Tyng, a refugee and friend of his father, he was released, and soon after entered the sloop of war Winthrop as first lieutenant. While in this ship he was

stationed in the Penobscot, where he distinguished himself by capturing an armed brig of superior force to the Winthrop, with a tender and 14 men.

After the peace of '82, there being no employment for him in the service, he performed various voyages as a shipmaster to different parts of the globe. But in 1798, on the establishment of a navy by the U. States, he was one of the five lieutenants first appointed, and was entrusted with the command of the Pickering. The next year he received a captain's commission, and was promoted to the command of the Essex of 36 guns. In this ship he rendered valuable service to our commerce in the Indian and Atlantic oceans; and in 1800 he conveyed home from the East Indies 14 American merchantmen valued at several million of dollars. On this voyage he gave chase to a French corvette, which he would have overtaken, had not the wind died away, which permitted her to escape by means of her sweeps. On his return he was appointed to the Adams for the Mediterranean, but was obliged to decline this command from ill health.

In May, 1803, having sufficiently recovered his health, he was appointed to the command of the squadron destined to the Mediterranean, consisting of seven sail, to protect the commerce and seamen of the United States, then continually exposed to Tripolitan freebooters. He proceeded to his destination in the Constitution frigate, then, as now, the favorite ship of our navy. By his firm and vigorous conduct for more than a year, during which he had charge of this squadron, he secured peace with Morocco and inspired such terror in the other Barbary powers of the American arms, as elevated her name, and effectually protected her commerce from the depredation of these marauders. President Jefferson, in his message of December, 1803, mentions "the promptitude and energy" of Commodore Preble and "the conduct of our officers generally," as meriting "entire approbation."

It was during the service that our navy performed those brilliant feats which approach to the romantic age of chivalry, and which spread its renown through the civilized world. Among these was the destruction of the Philadelphia frigate by a party of volunteers under command of Stephen Decatur. This ship had unfortunately grounded and fallen into the hands of the Tripolitans. The frigate lay in the harbor of Tripoli, within half gunshot of the castle and principal battery, with her guns mounted and loaded, and two corsairs full of men riding near. Decatur, with 70 volunteers, entered the harbor in the most gallant manner at night, boarded and carried the frigate against all opposition, slew 20 or 30 of her crew, and drove the rest overboard, and set fire to the ship without the loss of a man.

Other instances of personal valor and intrepidity were displayed by our gallant officers and men, more resembling the conflicts of the crusaders, than the systematic battles of modern times. The Turks were astonished at their desperate courage, and asked if those men that fought so were Americans, or infernals in Christian shape sent to destroy the sons of the prophet. An instance of deep self devotion occurred in the blowing up of a fire ship sent by Com. Preble into the harbor for the destruction of the Tripolitan flotilla. Capt. Somers had charge of this expedition accompanied by Lt. Israel, our valiant townsman Lt. Wadsworth, and ten men. The fire ship having gained the inner harbor, was boarded and captured by two of the enemy's gallies, containing 100 men each. At this moment the fire ship with 100 barrels of powder exploded! and friend and foe were buried in one common grave. The effect was awful; every battery was silenced and desolation spread around.

On his return in 1804, Congress voted the thanks of the nation to Commodore Preble for his efficient services in the Mediterranean, with an emblematical medal, which was presented to him by the President, in terms of esteem and admiration. He did not long survive to serve his country or enjoy its honors. In

1806 his health declined, and on the 25th of August, 1807, he breathed his last in the 46th year of his age.

Commodore Preble bore in his air and countenance the signatures of his character: his features expressed strong passions, but at the same time manly and generous feelings; his attitude was erect, his step firm, and his whole appearance commanding. He was a rigid disciplinarian, yet he won the affection and esteem of those who served under him, by his sincerity and generosity. He married in 1801 a daughter of the late Nathaniel Deering of this town, and left but one child to transmit his name.

He lived and died in the house now occupied by Mr. Moorhead as a tavern; this, at the time of his death, was one of the respectable old establishments of the town which had lived through the revolution. The front yard, now occupied with brick stores, extended to the street, and was filled with ornamental trees and shrubbery. The estate had been occupied by his father after the war. The spirit of modern improvement has divested it of all its beauty and its venerable associations.

**THE STEAM FRIGATE.**—We publish this morning in another column, an interesting correspondence between the Philadelphia Committee of Machinists appointed at the Town Meeting in August last, and the Navy Department, relative to the building of the engine for the sea steamer, now in process of construction at this navy yard. It will be seen that this important work has been entrusted to Messrs. Merrick and Town of this city, so that both the vessel and her machinery will be of Philadelphia make, thus enabling our workmen to show their science and skill, in a work which will form perhaps a comparative test of ability. As there was a strong and general desire among our citizens that there should be such an arrangement, that the frigate might be altogether of home manufacture, it gives us pleasure to notice that their wishes have been complied with, and we feel satisfied that the vessel will be such in all her parts as will do credit to the reputation of Philadelphia.—*Pennsylvanian.*

#### COMMITTEE OF MACHINISTS.

The Committee of Machinists selected at a meeting of mechanics, held at the County Court House, corner of 6th and Chestnut streets, on Monday, August 19th, for the purpose of expressing their opinions relative to the construction, by the Philadelphia machinists, of the engines intended for the national steam frigate, about to be erected at the Philadelphia Navy Yard, respectfully present the following correspondence to the citizens from whom they received their appointment:

PHILADELPHIA, Aug. 27th, 1839.

*To the Secretary of the Navy and Navy Board:*

The committee of machinists selected at a meeting of the mechanics of the city and county of Philadelphia, convened at the County Court House, on Monday afternoon, August, 19th, 1839, for the purpose of addressing you relative to the construction, by the Philadelphia machinists, of the engines intended for the steam frigate about to be erected at the Philadelphia Navy Yard, most respectfully represent, that the machinists of Philadelphia are prepared to build these engines on as liberal terms, in proportion to material and workmanship, as can be offered elsewhere, and can also present ample security for the full and faithful performance of such contract. The committee, therefore would be gratified to hear from you as soon as any definite measures are decided upon.

ALFRED M. CLARKE,  
JOHN ALEXANDER,  
THOS. R. MORTON  
GEO. W. HUFFY,  
JOHN L. SMITH,  
JAMES SLATER,

Committee.

NAVY DEPARTMENT,  
14th September, 1839.

**GENTLEMEN**—Your communication of 27th ult., stating the ability of the machinists of Philadelphia to construct steam engines for the steam vessel building at the Navy Yard at that place, on as liberal terms as could be offered elsewhere, has been duly received.

Although the reputation of the steam engine builders of Philadelphia is well established by the engines which they have furnished for steam vessels, yet the engine builders of other places have also given such evidences of skill and ability, that this Department would not feel justified in excluding them from competition, and I feel persuaded that in any decision the Department may deem necessary to make in this case, you nor those you represent will attribute to it any want of confidence in the skill of the machinists of Philadelphia, but a sincere desire to do that which seems the best calculated to promote the public interest.

If the result of the inquiries which the Department deems it necessary to make, will authorize the construction of these engines at Philadelphia, consistently with the public interest, such an arrangement will be gratifying to the personal feelings of, gentlemen,

Your obd't, humble servant,  
I. CHAUNCEY,  
*Acting Secretary of the Navy.*

GEORGE W. HUFFY,  
JOHN ALEXANDER,  
JAMES SLATER,  
ALFRED M. CLARKE,  
THOS. R. MORTON,  
JOHN L. SMITH, Esq's.

Committee.

PHILADELPHIA, Oct. 25, 1839.  
*To the Honorable Secretary of the Navy:*

The undersigned, a committee lately appointed at a meeting of their fellow citizens, to correspond with the Department at Washington, relative to the erecting of the engines intended for the steam frigate about to be built in this city, by Philadelphia mechanics, having recently learned that said contract has been tendered to an establishment in this city, and accepted, respectfully request an answer from you as to the correctness of the rumor, as soon as convenient, and oblige yours,

JOHN ALEXANDER,  
THOS. R. MORTON,  
A. M. CLARKE,  
JAMES SLATER,  
GEO. W. HUFFY,  
JOHN L. SMITH,

Committee.

NAVY DEPARTMENT,  
30th October, 1839.

**GENTLEMEN**—Your letter of the 25th instant has been received. Messrs. Merrick and Town, of Philadelphia, having made the lowest offer from that city, their proposals for the construction of the engine for the sea steamer, now building at the Navy Yard there, have been accepted.

I am, very respectfully, your obd't serv't,  
J. K. PAULDING,

ALFRED M. CLARKE,  
JOHN ALEXANDER,  
THOS. R. MORTON,  
GEO. W. HUFFY,  
JOHN L. SMITH,  
JAMES SLATER,

Committee.

**JOHN PAUL JONES.**—We present to our readers to-day two revolutionary documents, which, we are informed, have never been published. The first is a letter written by Commodore Jones, dated March 7th, 1777, immediately after the malignant envy of his foes in America had succeeded in procuring his recall from his Eastern command. It will be found to breathe the spirit of the times.—*Philadelphia Herald.*

PHILADELPHIA, March 7th, 1777.

Honored Sir:—As I was lately entrusted with a very unexpected command of great importance, which in the common course of things hath drawn upon me the envy of certain individuals—being unconscious of any misconduct in the line of my duty, I have determined to bear no insinuations that may reflect upon me as a gentleman or an officer; therefore I earnestly desire an opportunity of meeting the bearer or bearers, author or authors, of any aspersions from Commodore Hopkins, face to face in your presence, or in the presence of the Marine Board.

I mean to make no difficulty or demur about my present appointment, but will leave you to judge how much room those who lately envied me the command of a fleet will have to exult, when they see me return to the eastward to command a single sloop of war.

I have put the plan which I showed you on the regulations and equipment of the Navy, with some small additions, into the hands of the President, who says he will meet you at the Marine Board, sooner than usual, this evening, in order to have some conversation on the subject. I am with the most perfect esteem and grateful remembrance of past favors,

Honored Sir,

Your truly obliged, very humble,  
Most Obedient servant,

J. P. JONES.

The next is a copy of the original letter of credit or commendation, brought by Count Pulaski from Rodrigues Hortalez & Co., of Paris, dated May 30, 1777. Our readers will recollect, that R. Hortalez & Co. was the house with whom Dr. Franklin negotiated the first loan that the United States procured from any foreign power. France, at that period, had all her sympathies enlisted in the cause of the American arms, not from any particular knowledge of the American character, or from an abstract love of liberty, but from a long cherished inveterate hatred of England. "To rob the British crown of its brightest jewel," she determined to extend to the Colonies all the aid in her power.

The finances of the French Government were inadequate to the supply of our wants. By the exertions of Franklin and Deane, Hortalez & Co. were induced to loan Louis the 16th, the then reigning monarch of France, the sum of \$3,000,000, for which the crown became responsible. The king, on making the loan, appropriated \$2,000,000 to the use of the colonies, under the orders of the Commissioners to that kingdom, and reserved the remaining one million to be disposed of at pleasure. To Beaumarchais was assigned the duty of disbursing this fund. The American Commissioners drew for the \$2,000,000. The balance they had no power to touch. On the return of the Commissioners from France, a question was raised as to the appropriation of the remaining million, when the Commissioners referred the Commissioners of the Treasury of the United States to the French Government. The subject constituted a chief difficulty in the relations of this country and France, until the embassy of Mr. Gallatin to France, after the close of the late war. The topic then being broached, M. the Count de Vergennes declared to Mr. Gallatin, that the sum had been disbursed for the use of the American Government; and that the vouchers were on record, but gave no explanation of the mode of appropriation. It was supposed that it had been employed as secret service money in England, during the Revolutionary war, and the explanation was deemed sufficient. This firm it was who gave to Count Pulaski the subjoined letter, which will be read with interest, if only on account of the associations it awakens.

*An exact narrative of the Count Pulaski.*

The Count Casimir Victor Pulaski, is one of the Poles who enjoyed the most note in the troubles of that Republic. He has sacrificed, at the shrine of

liberty, an income of one hundred thousand livres per annum.

His father was the first author of the confederacy of Bar; he took up arms for the same cause that now actuates the Americans, and fell in its defence. Francois Pulaski, the elder, was killed in battle; the younger was made prisoner, and this one took up arms when nineteen years old, and has borne them with success and glory from the first day of the confederation until the three neighboring Powers, uniting with a body of six hundred thousand men, encircled all the frontiers. Casimir Pulaski defended several forts, has given many battles, and surprised the fortress of Czenstokar, sustained thirty-two sieges against the flower of the Russian army and a corps of artillery, furnished by the King of Prussia—he found himself included in the affair of surprising and carrying off the King. The only part he had in this affair was the drawing out of Vassorie all the republican troops and giving them battle at ten leagues distance from that capitol, while this operation was carrying into execution. But all his family were become very odious to the Russians, and they let fall on him in particular all the severe punishment inflicted in consequence of this affair. When, therefore, the confederates were constrained to lay down their arms by this line formed by the three Powers, Count Pulaski left his in the fortress of Czenstokar, saying to his men they might make what accommodation they pleased; and he, though he had in his possession the whole treasury amassed by that ancient monastery, left Poland with only 100 ducats, and by the assistance of his friends, went over into Turkey, there to continue to wage war against the oppressors of his country. Peace was declared a few days after his arrival there, and this day he might return to Poland if he would disavow, in writing, all the proceeding of the confederacy of Bar; but as that would be disavowing the work of his family and all the enterprises undertaken to redeem his country from slavery, he prefers remaining an exile, and only aspires to make America his new country.

This narrative is contained in Messrs. Franklin and Deane's letters to General Washington, Mr. Hancock, &c.; and is but a short and concise relation of the manly and vigorous conduct of M. the Count de Pulaski in Poland, so well known and established in all Europe. And this we certify at Paris.  
May 30th, 1777. RODERIGUES HORTALEZ, & Co.

BOSTON LIGHT.—The new lanthorn is now in operation at the Boston light house; and we learn, fully equals the expectations of those who devised the undertaking. The light is of great brilliancy—and bursts upon the sight at the distance of twenty miles, with surprising effect, insomuch that in some instances the wondering mariner has hardly dared to trust to the evidence of his senses—but has feared that he was deceived by some pyrotechnical experiments on shore, until the regularity of the revolutions, and the uniformity of the flashes, convinced him that it could be no other than Boston Light, astonishingly improved. A few evenings since, we saw it from the summit of Bunker's Hill, and was much struck with the singular and beautiful effect which it produced, when it flashed through the darkness which prevailed around. This was at the distance of ten or eleven miles from the light house. Boston Light now probably approaches nearer to the intensity of the lights in the British Channel, and some other parts of Europe, than any other light on our coast.—*Boston Mercantile Journal.*

#### MILITARY LAW OF THE UNITED STATES,

SECOND EDITION.

THE above work was compiled by Col. TRUEMAN CROSS, of the U. S. army, and contains all the laws in relation to the Army, Marine Corps, Militia, and Volunteers, from 1774 to 1838. Orders for the work, addressed, post paid, to GEORGE TEMPLEMAN, the publisher, Washington City, will be promptly attended to.

Nov. 14—3m

WASHINGTON CITY,  
THURSDAY, ..... NOVEMBER 21, 1839.

Whenever plausible objections have been urged to the manner in which this paper has been conducted, we have endeavored to meet them in a spirit of candor and fairness, as well to exonerate ourselves from unjust imputations, as to remove unfavorable impressions from the minds of others. The very small support received from the navy was in itself *prima facie* evidence that objections did exist; but what those objections were, we have never been able positively to discover, beyond a complaint of the irregular and tardy appearance of the Chronicle. This irregularity, we have shown, proceeded from inadequate support.

A communication in a recent number of the United States Gazette makes known for the first time one of the objections to the Chronicle: it is "that the editor admits too many articles of a personal nature," and enumerates among them the correspondence that "took place between Com. Ap Catesby Jones and Lieut. Slidell." It was only last week that we deprecated the introduction of so much personal matter; but yet, with the views we entertain of the rights of officers, we could not refuse them an opportunity to be heard in self defence, whenever there was unfortunately occasion for it.

The case of Lieut. Slidell was a peculiar one. He had been assigned to duty in a squadron, the commander of which objected to receiving him in the capacity to which he had been appointed by the Department. That objection was sustained by the Department, in so far as it cancelled the order, while maintaining the qualifications of Lieut. S. for the station. To justify itself to him for the revocation of the order, the Department furnished a copy of the correspondence with Commo. Jones. Lieut. S. having felt himself professionally aggrieved by some remarks of Commodore Jones, requested and obtained permission to publish the correspondence. In selecting a medium through which the publication should be made, he chose the Army and Navy Chronicle as the most appropriate arena on which professional differences should be argued and adjusted. Could we, with propriety, have refused to Lieut. S. the privilege of vindicating himself before his professional brethren and the world? If we had done so, there were other publications ready to admit his vindication, as was proved by the number of papers which copied it from the Chronicle. What was originally a personal difference, by the turn it took became one of concernment to the whole profession, as the objection taken to Lieut. S. might, in the course of events, be applied to any and every other officer in the navy. On examination and reflection then, we believe it will be found that the objection to the admission of personal matter is not a substantial one, unless it can be proved that the Chronicle has fostered a spirit of contention. The reverse of this is the fact, as the Chronicle has uniformly inculcated harmony and good fellowship.

The question then recurs whether, if the Chronicle were not in existence, other channels of communication would not be resorted to, in cases of personal difference, which must and will prevail in every community, and are inseparable from the frailty of human nature; and that such other channels would be resorted to must be acknowledged, so long as a single newspaper remains in the country.

With a singular inconsistency, those who object to the admission of so much personal matter into the Chronicle, complain "that there is too little of the proceedings of Courts Martial, &c." These, every one knows, have their origin, nineteen times out of twenty, in personal and often trivial differences between officers themselves, or between commanders and their officers. The *proceedings* of courts martial could only be obtained by employing persons to take notes; this would be attended with an expense that would by no means be compensated by the additional encouragement that might be anticipated for the paper; and there is besides a repugnance to the proceedings of a court being published while the trial is in progress. It may be further alleged that courts are sometimes held without our having any knowledge of them. Such was the case respecting the Marine Court recently held at Head Quarters, of which the first intimation we had was when the sentence was communicated. With respect to the *organization* of Courts Martial and Courts of Inquiry, there has always existed an objection to promulgating them, except in instances where the notoriety was such that a knowledge of them could not be concealed. It is argued that the prevalence of Courts Martial is calculated to impair public confidence in the army or navy; and to a certain extent this may be true; but the axiom in law, that 'nothing tends so much to the prevention of crime as the certainty of punishment,' may be applied with force to the military service. If officers were convinced that their misdemeanors would be blazoned to the world, it would exert a powerful influence in deterring their commission. A Naval General Court Martial was ordered to be convened at New York on Monday last, and yet permission was denied to publish the names of the members composing the Court, or the persons to be tried. We are justified, however, in saying that we believe it to be the determination of the Navy Department hereafter to publish in the Chronicle the sentences of all courts, whether favorable or unfavorable.

In the military service, it is alleged that the Rules and Articles of War prescribe that the sentence of a Court Martial shall be published, when the Court so directs, which is considered as a part of the punishment: but when the Court does not include the publication in its sentence, it is held to be an *aggravation* of the punishment to make it public. It is contended that the promulgation of such sentences in Orders, which are distributed at General and Regimental Head Quarters, and at every military post, is all-sufficient.

The publication of General and Special Orders, and all other documents, depends upon the will of the Heads of the War and Navy Departments; if, in the exercise of their discretion, they prefer a resort to the columns of the *Globe*, the "official organ of the Government," for the publication of any portion of those orders, it is a point on which we have no right to complain. Professing and sincerely aiming to pursue a strictly neutral course, we are neither the advocates nor the opponents of the administration. Our rule of conduct is, impartial and exact justice to all; and if these feelings cannot be duly appreciated by all, we must lament the prevalence of that doctrine which admits no neutrals, either in politics, or on any subject whatever.

Before the establishment of the Military and Naval Magazine, (of which the Chronicle is but a continuation,) all the intelligence of military and naval operations that reached the public, was the occasional departure or arrival of a man of war, with not often a list of her officers, and now and then the change of a company of troops from one station to another. Now, the interest in such operations is displayed in the universal circulation of paragraphs conveying information of military or naval affairs.

One thing may be safely asserted: that no paper can be published that will give universal satisfaction. If there be such a phenomenon in the world, we have yet to learn of its existence. To ensure that general support so essential to punctuality and success, it remains but for each one who desires a continuance of the Chronicle, to sacrifice a portion of his prejudices, and submit to a partial evil for a general good.

Having, as we hope, satisfactorily removed the objections urged, or accounted for their existence, we copy the communication referred to in the commencement of these remarks, which appears to emanate from an officer of the navy, and to have been dictated in a friendly spirit towards the Chronicle.

*From the United States Gazette.*

COMMUNICATION.

The "Army and Navy Chronicle" is the title of a well known periodical, which has been very irregular in its appearance during the past months, owing to a want of punctual observance of the implied terms of the contract between the publisher and the subscriber, on the part of the latter. This is to be regretted, because the periodical is one of great interest to both branches of the military service. It is a record of the services of the officers; of general and special orders, and often contains articles of common interest besides news for officers and their friends. It is decidedly the most useful paper that officers on foreign stations and distant posts can receive; it is therefore to be regretted that its publication will be suspended, unless the officers and their friends come forward and pay up the arrears which are due, and increase the number of subscribers. The punctual appearance of the paper will depend upon this.

Among the navy officers, several objections have been urged against the "Army and Navy Chronicle," some few of which are well founded, but they are not all of sufficient force to cause them to withhold their subscriptions.

The want of punctuality in its appearance, is altogether owing to the neglect of the subscribers in paying up their subscription money.

Some urge that the editor admits too many articles of

a personal nature, and object to putting on file such correspondence as took place between Commo. Ap Catesby Jones and Lieut. Slidel. Others, that the general orders for the navy are rarely published; that there is too little of the proceedings of Courts Martial, &c. But it can hardly be expected that any periodical can be in all respects precisely such as to meet the taste and views of every subscriber, and the question is, whether the advantages in general are not sufficient to overbalance all these objections and cavillings, which would come with a better grace after subscriptions have been paid up.

It is in the power of the Navy and War Departments to serve the officers and the service, by furnishing the editor with copies of the general orders issued, the decisions of Courts Martial, and all documents which are usually promulgated through the "Globe." The Hon. Secretaries might also cause a copy of the Chronicle to be furnished to every post and station, and thus afford official information to all, and preclude all excuses on the score of ignorance.

R.

On the 15th August, we published a letter, dated 13th January, from our correspondent on board the U. S. ship John Adams, giving some of the particulars of the attack on Quallah Battco and Muckie; and the week following a second letter under date of Singapore, March 28th. A few days since, we received another letter, dated 26th Jan., which enters more into details, and names several of the officers who bore a part in the expedition. This last letter has been a long time on the way, (upwards of nine months,) but still possesses sufficient interest to warrant its publication at this late day. Advices from the squadron to the 10th May have been received.

*Correspondence of the Army and Navy Chronicle.*

U. S. SHIP JOHN ADAMS,  
Penang, Prince of Wales Island,  
January 26th, 1839.

DEAR SIR: It was my intention to have written you from the coast of Sumatra, but having whilst there no opportunity deemed safe, I embrace the first that offers.

Before this reaches you, it is probable that the warlike doings of the East India squadron at Quallah Batttoo and Muckie will have been made public; at any rate, the cause of those proceedings will be known in the United States, as the barque Eclipse has long since returned to Salem, Mass., where she belongs, to report the murder of her commander, and robbery of her specie and opium. As the surviving officers of that vessel left with no one on the coast documentary testimony which might have led to the identification of the individuals engaged in the piracy, the Commander-in-chief labored under many difficulties in ascertaining the true nature of that tragical affair; for up to the period of our arrival off Quallah Batttoo, on the 20th of December, all the information he possessed was derived from an obscure letter, written in bad English, by a French merchantman and Sumatra trader to our Consul at Penang, and by him published in a newspaper which accidentally found its way to Columbo, (Ceylon,) a few days before we sailed from port.

It would have been impolitic, as well as unjust, to have held any Rajah responsible for the criminal deed from any charge contained in that statement, assum-

ing that such evidence could with propriety have been received. Hence, at the offset, it became necessary to proceed with the utmost circumspection, and endeavor to procure from the natives themselves such facts as would determine, with just precision, who were the lawful objects of penal retribution. This delicate and somewhat hazardous office of negotiation was judiciously conferred upon Commander THOMAS W. WYMAN, who conducted the business throughout in the manner best calculated to elicit all the proofs in relation to the subject of enquiry.

It will be sufficient to state in general terms the result of his investigations, which may be done by saying that the Rajahs of Quallah Battoo and Soo Soo, with whom he first conferred, (these towns being but three miles apart,) convicted themselves of having permitted the former one, and the latter three, of the pirates, knowing them to be such, to reside unmolested among them. It moreover appeared highly probable that they had shared to a greater or less extent in the profits of the plunder; but these suspicions were never positively confirmed. We had understood from various sources that the principal of the piratical party was a resident of Muckie, where he was being retained in close custody to be delivered up at our demand. But as this town is 25 miles below the place of our anchorage off Quallah Battoo, it was determined to strike the first blow at the latter town, it being found impossible to obtain the person of the culprit who had been among them till our arrival and then fled into the interior beyond the authority of the chiefs, who, I have no doubt, would have cheerfully complied with the Commodore's requisition to give him up, had it been in their power. The guns of the two ships were therefore brought to bear upon the forts, (the John Adams being little beyond musket-shot of the nearest,) and a brisk cannonading kept up for a short time, which resulted in considerable damage to the objects of attack, and the death of four of their men. This occurred on the 24th December.

Without interfering with the more guilty Soo Soo, a few days subsequently we proceeded to Muckie, esteemed the guiltiest of all. We were there told that the most distinguished culprit, above referred to, a man named Looby Osy, had a short time before escaped from confinement, and that a number of subordinate murderers who had been residing there, had fled into the country. Our demand upon the Rajah for the persons of these criminals was consequently met with the same difficulties as on former occasions with other chiefs. We were now induced to believe that it never was their intention to give up Looby Osy, as from the circumstance of his escape, and our arrival being consentaneous, it was a fair inference that liberty was given him for the express purpose of enabling him to seek safety in flight. At any rate preparations were made to proceed to extremities, and at the same time take satisfaction for past injuries, and infuse a wholesome terror to deter them hereafter from infringing the natural laws of justice and humanity. Accordingly, on New-Year's day the batte-

ries of the two ships were opened with destructive energy upon the forts, the flag ship being but two cables' length from the shore, and her consort half that distance. After cannonading for nearly two hours, those of the crews of the two ships, conjointly amounting to more than 350, who, in anticipation of a land attack, had been formed into companies and daily exercised in the duties of a soldier, were sent into the boats for the purpose of landing. Capt. Wyman assumed the command of the expedition, leaving Lieut. A. H. Foot in charge of the John Adams, with orders to keep up a steady fire upon the forts as long as it could be done without endangering our own men. Capt. Wyman, at the head of the line, was the first to land, there being with him in the gig his aids, Purser Fauntleroy, Midshipmen Morris and Wainwright, and the Surgeon of the expedition, Dr. Lockwood. Next followed the two divisions of the Adams, the first commanded by Lieut. E. R. Thomson, aided by Acting Lieut. Revere and Midshipman Wyman; the second by Lt. G. B. Minor, aided by Acting Master Pegram and Midshipman Hixon. The boats conveying these were left in charge of Passed Midshipman Ward, and Midshipmen Crocker and Thompson. The crew of the Columbia, formed into four divisions, now landed in good order. The officers commanding these I have not the means of giving. Contrary to all our expectations, no resistance was attempted, the alarmed inhabitants having fled into the mountains during the cannonading. In a few minutes the town was entered and found in every quarter deserted. The object of landing being to effect as much injury as possible, every house, and whatever was valuable, was committed to the flames. The loss sustained by the Rajah and his people by the conflagration amounted probably to \$100,000, a sum, to these people, of far greater magnitude than we can adequately conceive. Our men were re-embarked in the boats in less than two hours after leaving the ship, without any accident beyond a few trifling wounds inflicted by their own weapons.

Two days afterwards the squadron proceeded to Soo Soo, a short distance from our former anchorage. We had been there but a few hours, when a letter was received from the Quallah Battoo Rajah, containing anxious overtures for peace. He offered his bond for the payment of \$2,000, one year after date; and bound himself to use his best exertions to bring to justice the murderers, if ever in his power, and never to countenance the repetition of such an act. These terms were readily accepted, and a letter certifying that peace existed between us furnished him at his request. All efforts to get possession of any of the refugee pirates from Soo Soo proved unsuccessful. The Rajahs persisted in their original avowal that they were unable to apprehend them. As these people seemed a harmless set, and to us exceedingly friendly, it was determined to let them go unpunished, and bid them take warning from Muckie's fate. They were evidently too poor to pay an indemnity, so their written declaration of future good conduct towards

Americans was *pro forma* taken. The same was done with a neighboring chief of Pulo Kio. Soo Soo was thus treated with remarkable leniency, when compared with Quallah Battoo, who, failing to yield up one of the pirates, had her forts much injured, four of her men killed, and made to pay \$2,000; whereas Soo Soo, responsible for three, instead of one, of the criminals, escaped unharmed. An equal inconsistency might have existed in the case of Mirgin and other towns between those that did suffer, had their guilt been investigated, as we were informed by a friendly Malay, named Po Adam, who was employed as interpreter during our stay, that there were residing at these places some of the murderers, and that their Rajahs were implicated to the same extent as in Quallah Battoo and Soo Soo. No communication, however, was held with them, as I presume it was calculated that the destruction of Muckie would spread sufficient terror.

## ARRIVALS AT WASHINGTON.

Nov. 16—Ass't. Sur. J. Simpson, army, Fuller's  
 17—Lt. I. C. Woodruff, Top. Engrs., Fuller's  
 18—Lieut. H. Swartwout, 3d infy. do  
     Lieut. T. Johns, 8th infy. Georgetown  
     Lieut. J. L. Donaldson, 1st arty Gadsby's  
     Capt. G. D. Ramsay, Ordnance, Eckington  
 19—Brig. Gen. J. E. Wool, Insp. Gen. Gadsby's  
 20—Ass't. Sur. B. M. Byrne, army, Polk's  
     Lieut. W. H. Warner, Top. Engrs. Fuller's

## LETTERS ADVERTISED.

WASHINGTON, Nov. 15, 1839.

ARMY—Capt. J. R. B. Gardenier, Lieut. J. E. Johnston, Lieut. T. J. Lee, Major Gen. W. Scott 2, Col. S. Thayer.

NAVY—Lieut. R. B. Cunningham, Lieut. A. G. Gordon, Lieut. Z. Holland, Lieut. S. P. Lee, Rev. T. R. Lambert.

PHILADELPHIA, Nov. 15.

ARMY—Capt. A. H. Bowman, Major J. S. Nelson, Major L. Whiting.

NAVY—Dr. E. F. [H] Van Wyck, John Carlton, Lt. A. A. Harwood, Capt. D. Conner 3.

REVENUE CUTTER SERVICE—Capt. M. Conner, Lieut. J. A. Underwood.

UNPAID LETTER REFUSED—Waterloo, N. Y., Nov. 12, (misdirected to Philadelphia, and forwarded thence.)

## PASSENGERS.

CHARLESTON, Nov. 12, per steampacket North Carolina, from Wilmington, Col. D. E. Twiggs, of the army, and family. Nov. 15, per steampacket Gov. Dudley, from Wilmington, Capt. E. Backus and Lieut. S. M. Plummer, of the army.

SAVANNAH, Nov. 10, per steam packet Savannah, from Charleston, Lieut. R. Evans, of the Revenue service, and lady. Per steamboat Florida, from Picolata, Dr. Simpson, of the army. Nov. 13, per steamboat Southerner, from Charleston, Col. D. E. Twiggs, of the army, and family.

NEW ORLEANS, Nov. 7, per steamboat Cinderella, from Little Rock, Lieut. W. Martin, of the army. Nov. 10, per steamer Brilliant, from Bayou Sara, Col. W. S. Foster and Capt. O. Cross, of the army. Nov. 11, per ship Mississippi, from New York, Dr. A. F. Suter, of the army, and lady.

MAGNETIC FLUID.—During a storm at Rochdale, last autumn, a cotton mill was struck by lightning, and the bell which hung above the roof was destroyed. It was afterwards found that all the tools of a watchmaker residing in the neighborhood, had become, in a greater or less degree, magnetic, and were wholly useless; they all attracted iron filings readily, and the hammer was polarized, the needle being natural.

## Domestic Intelligence.

## FLORIDA WAR.

*From the Charleston Courier, Nov. 11.*

By the steam packet Southerner, arrived yesterday from St. Augustine, we received the following slip from our correspondent:

ST. AUGUSTINE, Nov. 8.—On Sunday last, the 3d November, a baggage wagon, with an escort of seven men, proceeding from Fort Micanopy to Fort Wheelock, was fired upon by a party of 50 Indians, killing three mules, one horse, and wounding two others. The teamster was mortally wounded, and a private named Bossoo, was very severely so. The firing being heard at Fort Micanopy, a relief was sent out; but before they came up to the ground, the Indians had succeeded in plundering the wagons of tents, powder, provisions, &c., and made their escape.

We learn, by the arrival of the schooner Medium, Capt. Magee, from Key Biscayne, that the wounded Indian, who some time since went into Fort Lauderdale for medical assistance, has informed Maj. Childs that Coacoochee has placed the women and children in the Pai-hai-okee, or grass water, for security; and that he is prepared for a vigorous defence of himself and followers. On the accession of troops sufficiently strong to reinforce those now south, the Indian offers to take them to Coacoochee's ground of defence.

Commander Mayo, of the U. S. steamer Poinsett, has gone into the everglades with 50 men.

ARMY MOVEMENTS.—Col. Twiggs and Adjutant Asheton, of the 2d regiment U. S. dragoons, arrived here, via Charleston, a day or two since. Capt. H. W. Fowler, Lieuts. N. B. Lawton, and Wm. Hardia, with companies A, E, and H, arrived on Thursday in the packet ship Hilah, Capt. Hammond, from New York.

Companies G, I, and K, with the band of the regiment, may soon be expected in the ship Trenton, Capt. Bennett, from New York.

Col. Twiggs, Capt. Fowler, Lieuts. Lawton and Hardia, with companies A, E, and H, left yesterday afternoon in the steamer Gen. Clinch, for Garey's Ferry.—*Savannah Georgian*, Nov. 16.

The schooner Napoleon, which sailed from New York on Thursday, Nov. 14, for Gary's Ferry, Florida, has on board 100 dragoons, under the command of Lieut. Darling.

From Pensacola we learn, from our correspondents, that the U. S. ships Erie and Levant sailed on the 27th ultimo, and the frigate Macedonian on Monday, the 28th, on a short cruise. On the following Saturday, the Levant returned with her first lieutenant and some fifteen men sick with fever, contracted previous to leaving Pensacola. It was understood that the frigate and the Erie would return from their cruise in a week or ten days, and, with the Levant, would proceed at once on a cruise to the windward; and that the Ontario, just returned from a cruise to the West Indies, would be sent down the Gulf to Vera Cruz and Tampico. The Warren, which had been sent down the Gulf some five or six weeks previous, returned on the 5th, in a passage of twenty days from Vera Cruz, and was understood to have received orders to proceed to Havana. The Macedonian returned same day to the anchorage off the navy yard, Pensacola. On the 6th instant Pensacola was considered healthy, no cases of fever having occurred for some days; and the report from Mobile of the day previous induced those who had been residing in Pensacola to return to their homes with confidence. There were three successive frosts on the 9th, 10th, and 11th instant.—*National Intelligencer*.

We have been informed since the publication of our last paper that the report of either Gen. Macomb or Gen. Scott being ordered to take charge of the Florida war is incorrect, and that Gen. Taylor is still to be continued in command. We are highly gratified to learn that Gen. Taylor has ordered all the forces he can spare from other points, without leaving those sections too much exposed to Middle Florida, and intends forthwith to adopt the most active and vigorous measures with all his troops to scour the whole country west of the Suwannee, and drive the Indians beyond that river. Several companies of regulars are on their way to this vicinity for that object. Gen. Taylor will command in person. The defence of the east will, we learn, be left to Col. Mills, with the militia of that section. We trust this effort to rid us of the foe may be successful and *final*. When driven beyond the Suwannee, the establishment of a line of posts on that river, close together, keeping up continual scouts between them, and a steamboat running on the river may give our frontier permanent protection. The distress and evil caused to our citizens by the past repeated calls upon our militia is great. Besides the harassing vexations; the vast amount of labor abstracted from the community; the influence of the camp life upon our young men is not beneficial, and it is in truth one of the most afflicting grievances of a war. We believe that Gen. Taylor, if he has blood hounds as it is stated he will, may expel the Indians from Middle Florida, although as we have before stated we regard his force as too small to *certainly* effect such result. If the Indians are once certainly driven east of the Suwannee and posts established, our Territorial troops can be disbanded and return to their homes and families. To accomplish this desirable result, all the troops now in the field should co-operate with the regulars, and doubtless volunteer companies could be raised here and in Georgia to render the force effective. We have heard it stated that Gen. Nelson is willing still to come to Florida—that he and his brave men are willing to serve their country either in or out of Florida, without reference to a command independent of the regular officers. Like true patriots, they look not to self but to their country. We hope he will be invited. We should be gratified to see him in supreme command, but as giving such command to any militia officer, is, it seems, decided against by the War Department, we hope his military pride and etiquette will not restrain him from bringing a battalion of brave Georgians and aiding us.—*Tallahassee Floridian, Nov. 9.*

By the detention of our paper, we are enabled to add a few particulars, received by the Southern mail this morning.

**FROM FLORIDA.**—The steamboat Southerner, arrived at Charleston on Sunday last, brings the annexed intelligence from Florida. A correspondent of the Courier writing from St. Augustine on the 15th inst. says:

"In consequence of the occurrence of more than one frost, I think it may be said that the sickness of this place is at an end. Lieut. SMITH, of the United States service, died the day before yesterday. It would seem from all that I can learn, that a diversity of opinion prevails, as to the causes of disease. Some considering them to be local, but a vast majority of the people believe that the fever was imported from Charleston. I have not, as yet, made up my mind on the subject; but am engaged in the collection of evidence on both sides, and from the partisans of either doctrine.

#### OFFICE OF THE NEWS,

*St. Augustine, (E. F.) Nov. 15—8 o'clock, A. M.*

**THE FEVER.**—It affords us great pleasure to announce to our distant friends, that the *fever* which has prevailed among us for some weeks, is rapidly disappearing; but two or three new cases have occurred

within the last four or five days. The few cases existing at the commencement of the late cold weather, are rapidly convalescing; and we hope in a short time our "ancient city" will be again in possession of her usual health.

**MICANOPY, Nov. 9.—More Indian Murder.**—On the 8th I went over to *Hopes'*, across the prairie, and came pretty near being intercepted by a party of Indians; they having fired on and wounded some cattle, just as I entered the prairie, and I suppose would have reserved their fire for me, had I not been on a fleet horse, with the assistance of whose legs I was soon out of danger. This morning the express rider left here for *Fort King*; after proceeding about three miles towards that post he heard rifles fire near M'Intosh's plantation, and after riding about half a mile further, met two men who told him they had been fired upon by a party of the enemy, and one of their men was killed. Both of these men were wounded, and are now in the hospital here; the arm of one, the surgeon thinks, will have to be amputated.

**ARMY INTELLIGENCE.**—Lieut. J. W. Penrose, 2d infantry, has assumed temporarily the duties of Assistant Quartermaster at this post.

Lieut. Charles Hanson, 7th infantry, has been ordered to cut a direct road between this place and Pi-lata.

The schr. Victoria, Capt. Kenyon, will sail on Monday next, for New Orleans, with the forty-seven Indian prisoners now confined at Fort Marion. These are the prisoners so justly captured by Lieut. Hanson, at Fort Mellon, on learning of the murder of the troops at Caloosahatchie.

#### *From the New York Courier and Enquirer.*

The following brief notice, which we copy from the Alexandria Gazette, offers a well deserved tribute to the memory of a gentleman whose early and recent decease will be long lamented by a large circle of warm personal friends in every section of the Union:

The mournful intelligence of the death of WILLIAM A. SLACUM, Purser U. S. N., has already been announced in this Gazette, and the intelligence spreads a deep gloom over the feelings of his relatives and friends. He was an affectionate son, a fond brother, and a warm-hearted friend. Generous and enterprising, he displayed some of the characteristic traits of an American, and universally won the esteem and confidence of those with whom his lot was cast. Cut off in the prime and vigor of manhood, whilst he was in a successful career opened before him, his loss is, indeed, to be deplored. We can only lament his fate, and hope that the affliction may be tempered to those who knew him best and loved him most.

A detachment of fifty seamen under charge of Lieut. WHITTLE, arrived here yesterday from Norfolk.—They are intended for the United States schooner *Flirt*, lately built in this port under the superintendence of Lieut. McLAUGHLIN, and now nearly ready for sea. The *Flirt*, we learn, is a vessel of most beautiful model, and will do great credit to the skill and reputation of our ship builders. She will, as soon as she is ready, be commanded by Lieut. McLaughlin, and will sail for the Florida coast, where she will be employed during the winter in aiding the United States troops in that quarter.—*Baltimore American, Nov. 15.*

**NAVAL AND CIVIC INTERCHANGE OF COMPLIMENTS.**—On the arrival of the *Vandalia* on Monday, and after she had anchored off Town Point, Capt. LEVY, her commander, sent a message ashore to the Mayor, announcing his desire to salute the town; and receiving from that officer an assurance that it should be returned, a salute was accordingly fired by the *Vandalia*, which was returned yesterday, at 12 o'clock, by the Norfolk Light Artillery Blues, Capt. William E. TAYLOR, from the Granby street Bridge, in view of the gallant ship.—*Norfolk Herald, Nov. 13.*

The Naval Lyceum at Brooklyn makes very little noise in its course, but it has already laid the foundation of a most important institution, and made good progress towards the completion of the superstructure. It has a library of eight thousand volumes, and a museum containing more curiosities from all quarters of the globe, than can be found anywhere else in the country. The Lyceum has furnished itself with a gallery of portraits of all the Presidents of the United States, and of the distinguished officers of the United States Navy. There is not an institution in the country more deserving of good will and encouragement than this.—*New York Gazette*.

### Foreign Intelligence.

FROM CHILI.—Letters and papers have been received, via Jamaica, to July 27.

A severe gale was experienced at Valparaiso on the 24th and 25th of that month, during which the Chilean ship of war Monteagudo was totally wrecked. The crew were saved by the daring efforts of Lieut. Craven of the U. S. Navy, Lieut Collinson of the British Navy, and others who accompanied them. The Valparaiso Mercury says: The number of men saved from the wreck was 19, including the pilot, Mr. Steadman, who is represented by all who saw and heard him from the shore, to have displayed great coolness. The American Lieutenant, Mr. Craven, accompanied by three Captains of English and American vessels, went at midnight to the Captaincy of the port, and asked for a boat, that they might go and rescue the men who were exposed to death on the fragments of the Monteagudo. A boat was at last got ready, and put off, with four gentlemen on board, together with a Chilean seaman who chose to accompany them; and half an hour afterwards, Mr. Collinson, Lieutenant of the frigate President, accompanied by other seamen, including one from the Captaincy of the port, obtained permission to go to the support of the first boat, with the same noble object of saving the wrecked crew of the Monteagudo.

The number of the wrecked was as stated above [19.] This being ascertained by the first boat, and being unable to rescue them all, she proceeded to the English corvette Fly, whose commander, the Hon. Captain Loch, gave them the use of a large launch, well equipped, in which to return and save the men. In the meantime the second boat had arrived at the place of the wreck, and at great risk of being entangled with the fragments, or swept away by the waves which beat upon them, had begun to save some men, to the number of three, when Lieut. Craven arrived with the timely aid from the Fly, and these deserving friends of humanity had the pleasure of rescuing from the waves 19 of our compatriots, who were taken on board of the Fly, and in the morning put on shore.

The ship Libertad, in her collision with the Monteagudo, lost her bowsprit, and experienced other damage.

The Peruvian barque Corina also suffered other damage besides the loss of bowsprit, by coming in contact with said ship.

Much damage was occasioned to all the vessels which she encountered in her transit. Among them was the national schooner Caribo, which lost her foremast, and was injured in the hull.

The French barque Basque and the national ship of war Confederation lost their bowsprits.

Much other damage was caused by the tempest, but we have not learned the particulars.—*New York Commercial Advertiser*.

FROM BERMUDA.—By the Queen Victoria, Captain Price, we have a file of the Bermudian and of the Royal Gazette from the 28th of September to the 2d instant, both included. Under the latest date is announced the arrival of the slave schooner Clara, 14 days from New York, and of the Boadicea transport,

from Portsmouth, with 200 convicts for the government works.

The Bermuda paper gives the following history of the slaver.

The Clara is one of the two vessels of which we some months since gave a particular account, as having been found on the coast of Africa under American papers and flag, and nominally commanded by an American, but having a crew composed entirely of Spaniards, and evidently about to engage in the slave trade. The Americans, when taken possession of, as was naturally to be expected, resolutely maintained that these vessels (the Clara and the Eagle) were the property of inhabitants of the United States of America; and so well was the deception kept up by them, that the Eagle, at least, would have been liberated, but for the conviction which Mr. Boys felt, who first detained her, that she was a slaver.

When the commanders of these vessels found that they were to be taken to the United States, to have the matter investigated, they at once admitted that the vessels were slavers, and that they were owned by Spaniards, and begged hard to be put on shore and not taken to New York. On the arrival of these vessels at New York the American government would not have any thing to do with them, as they were Spanish property, but took charge of the two Americans, the captains.

The Clara has come here we understand, to be placed in the Court of Vice Admiralty, to be dealt with as a pirate.

In the Royal Gazette of October 22d is advertised the sale of the Portuguese slaver Diligente, captured by the Pearl and condemned at Sierra Leone. She is a fine brig of 269 tons, and said to be a remarkably fast sailer. She was to be sold on the 23d, but the later papers do not give the price at which she was knocked off.

H. M. ships Winchester and Cleopatra, from Halifax, had also arrived.—*N. Y. Com. Adv.*

THE BRITISH NAVY.—The new Chancellor of the Exchequer dined with a large party of his constituents, at Portsmouth, on Wednesday, October 16. The royal and routine toasts were drunk with the usual honors. Admiral Fleeming, speaking for the "Navy," said—

"I am opposed to war, although it would be my interest to have the chance of leading the British Navy to victory—to such victories as they have been used to achieve. And gentlemen, notwithstanding what has been said, I assure you that you need not fear that the Navy is in an inefficient state. I have had the honor to command on two stations, and I can say of my own knowledge, that there are a sufficient number of ships, and an equal number of efficient men. Great obloquy has been thrown upon the present Ministry for the state of the Navy; but, depend upon it, never, since Britain has been Britain, has the Navy been in a more efficient state than it is now in, and I dare any one to deny it. I have only to thank you for the compliment which you have done to that service in which I have spent the best part of my life."

Among the items of news received from France by the Great Western, we were gratified to notice the subjoined paragraph. Such marks of respect and attention to our countrymen, from so high a quarter, cannot but be gratifying to every American; the more so, as they tend to cement the friendly feelings already existing between the Governments and people of two great nations. The Cavalry officers referred to were selected by the Secretary of War, from one of our regiments of dragoons, for the purpose of visiting the military institutions of France in order to afford them opportunities of witnessing, upon a larger scale than the limited numbers of our own service would admit of, the practical operations of the branch

of service to which they belong; and it was justly thought by the Secretary of War that in no country would facilities be more cheerfully afforded, and the object more satisfactorily obtained than in France. The flattering reception of the officers shows the correctness of the Secretary's anticipations in the first particular, and we have no doubt, from what we hear of the character of the gentlemen selected, (although we had hoped to see the selection fall on a senior officer of the cavalry—a native of our own city—eminently qualified for the duty devolved on these younger officers,) that when the term of their visit shall have expired, the result will prove the correctness of the Secretary's judgment in the second particular. These proofs of the interest felt by the Secretary of War in the improvement of the service over which he presides do credit to the liberality of his views, and to the spirit by which he aims to distinguish the administration of his department.—*National Intelligencer.*

"We have had few domestic occurrences since the prorogation of the Chambers, on which it is necessary that you be informed. The Duke of ORLEANS is in Africa. Originally it was intended that he should command an expedition against Tunis, to avenge some insult pretended to have been offered to France, but the English Government is said to have made such representations on the subject as to induce that of France to abandon it. His brother, the Duke de NEMOURS, has been more agreeably occupied, namely, in the command of a camp of 10,000 or 12,000 men at Fontainbleau, distant, as you know, from Paris some 37 or 38 miles. Thither the King, Queen, and Royal Family repaired last month, and enjoyed not only the *agrémens* of repeated military spectacles, but the more welcome and heartfelt pleasures of a sojourn in the country, free from the fears and forms that render the town residence of the King irksome.

"Thither, as you will easily credit, several foreign military men repaired to witness the state of discipline and organization of the present French army, of which those ten or twelve thousand men formed a capital specimen, and of which they are nearly a twentieth part. Among the foreigners most remarkable, and, I should say, most distinguished, as you will presently say, were three Cavalry Lieutenants of the Army of the United States, who have, I understand, come to Europe to study their profession. They were introduced to the King by Gen. CASS; were most courteously and kindly received; were invited to the palace, and dined with the King, Queen and Royal family; and were, moreover, during their stay, accommodated with horses from the royal stables, which enabled them to witness all the inspections, manœuvres, and reviews. They are at present at the cavalry school of Saumur, prosecuting their inquiries.—*Correspondence of the Courier and Enquirer.*

We learn from a correspondent in France, that our Minister, Gen. Cass, was invited to spend a few days with the King and royal family at the Palace of Fontainbleau; and that three young American officers—Messrs. Eustis, Turner, and Kearny—who have been sent to France to attend a course of instruction at the cavalry school at Saumur, arrived there at the same time, to witness the military manœuvres at the great camp which has been formed there. They were presented to the King by Gen. Cass, and invited to dine with the royal family, and treated with much kindness. The King gave orders that horses should be provided, that they might accompany him to the great review and sham battle which took place. Such attentions ought to be known, as they evince what the King feels to testify his regard towards the Americans, and of which many of our countrymen have been the witnesses at Paris.—*Globe.*

**DISTANCE OF THUNDER AND LIGHTNING.**—Thunder can scarcely ever be heard more than twenty or thirty miles from the flash which produces it. Lightning, on the other hand, may be seen (or, at least, its reflection in the clouds, forming what is called "sheet lightning") at a distance of 150 or 200 miles.

## MISCELLANY.

*From the N. Y. Journal of Commerce.*

### CRUISE OF H. B. M. BRIG BUZZARD.

An officer of the British brigantine *Buzzard*, Capt. Fitzgerald, which arrived in this port last June, with two slavers, as prizes, and sailed on Friday last, communicated the following particulars respecting her cruise, which will be interesting to many of your readers.

This vessel was built in 1834, is of 240 tons burthen, and her crew consists of 20 black and 50 white men and boys. She sailed from England in October, 1838, for a cruise on the coast of Africa, with orders to capture all vessels engaged in the slave trade, not being justly entitled to claim the protection of any State or nation. The Buzzard arrived at Teneriffe on the 16th, and at the river Gambia on the 27th October, where she remained two days. Arrived at Sierra Leone Nov. 7th, where she remained about a week. On the 17th, at 10 P. M., saw a vessel, gave chase, and after firing two or three shots, brought her to and boarded her. She proved to be a Sandy Hook pilot boat of 89 tons, called the *Circe*. She had 16 men, all whites, Spaniards and Portuguese, natives of the Canary Islands and Cuba, half of whom called themselves passengers. The actual master, Pedro Tito, a Spaniard, was in the master's room as a passenger. The man who pretended to be master was a dark looking Portuguese, of the Cape de Verde islands. The Circe had no negroes on board, but was proceeding from the river Gallinas to Nunez river. Took her into Sierra Leone, where she was subsequently condemned and left in charge of the marshal. She had Portuguese papers, probably manufactured at the Cape de Verde islands. After a detention of two days, set sail.

On the 27th October gave chase two hours, firing three shot, to Spanish brig *Emprendedor* (undertaker,) and on capturing her found that she had 470 slaves on board. All the stout men were manacled, leg to leg, and hand to hand, with small bolts. She was under Portuguese colors, but a bona fide Spanish vessel, built near Barcelona. She was of 250 tons, and had left the river Gallinas the same morning. In three days arrived at Sierra Leone, with prize, which was condemned as a Portuguese, and the liberated slaves received into the Asylum. Here, under British authority, they are cleansed, and in a short time many of them were located in different villages. Pains are taken to teach the young, to put them to trades, and some of the boys are employed on board the cruiser. [The two young men from the Buzzard who acted as interpreters of the captured Africans of the Amistad at New Haven, had been in the Asylum, where they learned to speak and write the English language. The Buzzard was allowed six of these African boys, beside 8 Kroomen, and 4 boys who have served some years, as they favor the white part of the crew in that climate.]

During the month of November and December had light winds—chased several vessels—went down to the head quarters of the station to report to the Commodore, near Prince's Island (Portuguese)—just north of the line. There is an Admiral's command on the coast of Africa, but he is usually at the Cape of Good Hope, and the senior officer acts as Commodore. The whole number of British cruisers on the coast is about twelve to fifteen; 3 corvettes of 18 guns, and the rest brigs and brigantines. On the 31st December, at night, anchored in the road of Lagos, having seen before sunset three or four vessels at anchor, supposed to be slavers, as the place is noted for being a great slave market. Manned two large boats with the first and second officers, and boats' crew well armed, to board them. Two of them were found to be Brazilian ships. One of them had been there a month and discharged her cargo, consisting of tobacco, spirits and gunpowder. The other had been there but 48 hours.

There was no proof that these vessels were slavers. The third ship proved to be a French ship from Goree trading for palm oil. No evidence that she was a slaver. The fourth vessel boarded was said to be an American, but on getting over the gangway found the whole of the crew were Spaniards. An American, who represented himself as master, and the only one on board, made his appearance. The vessel appeared to be a Baltimore clipper, named the Eagle. Examined her papers, when a long discussion arose which terminated in our leaving the vessel, it being late. Concluded she was a slaver, and that the American flag had been adopted as a foil. A bill of sale was produced, purporting that Joshua Wells Littig, of Baltimore, the master, had become the owner for twelve thousand dollars—dated Havana, May 13th, 1838. There was also a power of attorney signed at Baltimore, and registered at the office of Consul Trist, Havana, given to a former master, empowering him to sell, and it was represented that Littig bought the vessel of him. While the Buzzard was at Sierra Leone, they had seen there a schooner called the *Mary Ann Cassard*, which had been sent in by one of the British cruisers for trial before the Mixed Court, but the court would not investigate the case, as she had the American flag. The next morning the Captain judged it prudent not to detain the vessel, as there was no probability of its being condemned after the release of the vessel above named.

Left Prince's Island on the 5th January, after a detention of two days, putting ashore one of the officers to join another cruiser named the Lilly, who it afterwards appeared had told the story about the *Mary Ann Cassard* to the Captain, who said he would take the Eagle. Capt. Reeves accordingly went to the bay—seized the vessel—sent the whole of the crew, except the American master, the mate and steward, on shore, and put the vessel under command of the officer late of the Buzzard. On reaching Sierra Leone the court declined taking cognizance, and recommended that the vessel should be taken back. But the officer in command proceeded to find one of the cruisers, as the former crew was insufficient. He passed through Lagos roads to Prince's Island, and not finding his second officer there, nor any cruiser, and calculating that the Buzzard was off the river Bonney, and knowing that her place of refreshment was the Island of Fernando, proceeded thither in hopes of meeting us, which he fortunately did at eleven, A. M. The American master, Littig, on the prize officer telling Captain Fitzgerald of his arrival and all the circumstances, refused to acknowledge that he belonged to a slave vessel. After an hour's discussion, Capt. F. left the vessel, when Littig, finding he could no longer sustain the false character, called him back and voluntarily declared that their suspicions were correct; that he was the bona fide owner as set forth in the bill of sale; that no money transaction had ever taken place; that he supposed the whole business was transacted at the office of the American Consul, Trist, at the Havana, and that he gave up the vessel as a bona fide slaver, &c. This was on the 17th March, 1839.

Between January 5th and March 17th, during the cruise off the mouths of the river Niger, the Buzzard had sent her boats up the river Nun, and there found the vessel named the *Clara*, lying at anchor, fitted up as a slaver, with a slave deck, and many other things on shore abreast of her, and was, to all appearance, taking in a cargo for the maintenance of a cargo of slaves for the West Indies. But Capt. Fitzgerald being of opinion that there was no use in detaining vessels thus situated, armed two boats and sent them to cruise off the mouth of the river, where they remained ten days in expectation that the supposed slaver would be taken with a cargo of slaves, but they were unsuccessful. The Buzzard soon returned to Fernandez, where she fell in with the Eagle as before stated. On the 13th March proceeded with the

prize Eagle off the river Nunez, in hopes that the master of the *Clara* would follow the example of Littig. After making a great fuss and denying that he was a slaver, he seemed all at once to feel a pique towards the owner of the vessel, saying he had been treated badly, and he felt no hesitation in declaring that the vessel was Spanish property. At the same time he resigned her into the hands of the commanding officer.

The *Eagle* and the *Clara* were sent to Prince's Island—which was two or three day's sail—while the Buzzard went down to the leeward to investigate the truth of the statement of the master, Hooper, (who was an American, a native of Utica, New York, and killed himself soon after the arrival of his vessel at New York,) that a Spanish slave brig was lying in one of the rivers opposite Fernandez. Arrived there, and not finding the vessel, went to Prince's Island, where we met the senior officer, who, after considering all the facts, determined to put a stop to the prostitution of the American flag, if possible, and directed Capt. Fitzgerald to proceed to the United States with the prizes Eagle and Clara, and on arriving proceed to the seat of Government and lay the whole matter before the President of the United States through H. B. M. Minister at Washington. Littig returned home in the Buzzard, which arrived at New York, June 10th. Capt. Fitzgerald informed against Littig, who has been indicted and will be tried for a breach of the United States laws for engaging in the foreign slave trade, the present month. Captain Fitzgerald proceeded to Washington—had an interview with the President, who declined receiving the prizes, saying he presumed the vessels were Spaniards. Captain Fitzgerald has been detained at this port by various circumstances, nearly five months, at an expense to his government of about fifty pounds sterling a week; and his own loss, by being off cruising ground so long, has probably amounted to a considerable sum, as cruisers are entitled to five pounds sterling for every slave set free. Among other troubles to which Capt. F. was subject while here, were two vexatious suits brought by an individual for attempting to get one of the prizes afloat that went ashore in this harbor in a storm. He considered himself greatly indebted to Charles Edwards, Esq., his counsel, that he was able to get released so soon. On the 8th instant the Buzzard proceeded to sea, with her two prizes, destined for Bermuda, where Captain F. trusts that they will be condemned.

**WARS OF ENGLAND.**—A London paper of August 19th contains a table of the wars of Great Britain since the revolution of 1688, with the sums expended in each war, and the progress of taxes and of the national debt. The war of the revolution, 1688, which lasted nine years, cost 36 millions of pounds. The war of the Spanish Succession, eleven years, cost 62 millions and a half. The Spanish war, 1739, and the war of the Austrian Succession, 1741, of nine years, cost 54 millions. The seven years' war with the French, Spaniards, Austrians and Russians, 1756, cost 112 millions. The American war, 1775, of eight years, cost 136 millions. The war of the French Revolution, 1793, lasted nine years, and cost 464 millions. The war against Bonaparte, which began in 1803, and lasted 12 years, the three last of which was with the United States, cost 1,159 millions. The total of expenditure was two thousand and twenty-three millions five hundred thousand pounds sterling, or eight thousand nine hundred and ninety-three millions three hundred and thirty-three thousand dollars. The London paper makes these reflections on the facts stated.

"It appears from the above details that we have made much greater sacrifices to Moloch than our ancestors, and that the degradation of the poor, and a rise in the price of the staff of life, have been the result of our national expenditure in war, the total

amount of which exceeds two thousand millions of pounds! The immense increase of expense during the last two wars, arose from the rapidly augmenting interest of the debt, and the depreciation of our paper currency; this paper currency, however, could not be superseded, as the enormous taxes and loans could not possibly have been raised in coin. Of the 140 years which have passed since the revolution, 65 have been passed in war, and 75 in peace; in the 65 years of war, \$34 millions and a half of pounds sterling of debt have been incurred, of which debt there have been paid off during the seventy-five years of peace about forty millions, leaving the present national debt about eight hundred millions.

#### SCIENTIFIC NOTICES.

**SURVEY OF THE SURFACE OF THE MOON.**—In No. 49 of Jameson's *Journal*, will be found a condensed view of some of the leading sections of the great work on "Selenography," lately published at Berlin, by William Beer and Dr. J. H. Madler, the abstract being divided as follows:

1. Physiognomy of the moon's surface.
2. Supposititious architectural remains in the moon.
3. Do rivers occur in the moon?
4. Lunar atmosphere.
5. Concerning some observations which appear to indicate the existence of a lunar atmosphere.
6. Non-existence in the moon of clouds, seas, &c.
7. Light and color of the moon.
8. Physical remarks upon the eclipses of the moon and of the sun.
9. On the effect of the earth's light upon the moon.
10. On the meteorological influence of the moon.

**VANILLA IN EUROPE.**—Professor Morren, of Liege, has so far succeeded in cultivating vanilla in Europe, as to promise a very valuable addition to commerce. The plant he has raised is the *Vanilla planifolia*; and from two specimens, particularly, he has obtained many hundred fruits, as large and as aromatic as the best in Asia.

#### NAVY.

##### ORDERS.

Nov. 13—Ass't. Sur. H. D. Taliaferro, schr. Flirt.  
Lieut. R. W. Meade, Navy Yard, New York.  
Mid. C. R. Howard, detached from schr. Wave.  
Prof. D. McClure, Naval School, Philadelphia.  
Mid. N. Collins, W. L. Blanton, W. H. Macomb,  
W. R. H. McKenney, S. J. Shipley, A. Harrell, M. B.  
Woolsey, A. H. Jenkins, S. D. Trenchard, I. N. Brown,  
R. M. Bowland, Naval School, at the Asylum, near  
Philadelphia.

14—Lieut. F. Chatard, leave 2 months, having returned from the coast of Brazil in bad health.

P. Mid. R. L. Tilghman Rec'g. ship, Boston.

P. Mid. D. F. Dulany, leave 3 months; having returned from West Indies sick.

15—Lt. J. R. Sands, det'd fm. Rendezvous, N. York.

18—Mid. E. L. Winder, schr. Flirt.

#### DEATHS.

In Charlestown, Mass., on the 10th instant, HARRIET JOSEPHINE, aged eight years, youngest daughter of Capt. JOSEPH SMITH, of the navy

At his residence in Prince George's county, Md., on the 15th instant, after a lingering and painful illness, JOHN CONTEE, Esq., formerly of the U. S. Marine Corps. Mr. C. served on board the U. S. frigate Constitution, in her actions with the British frigates Guerriere and Java, and the Legislature of Maryland, his native State, voted him a costly sword for his gallantry.

In Chelsea, Mass., on the 12th instant, Mrs. MARY E., wife of Lieut. A. J. DALLAS, of the navy.

In St. Augustine, on the 9th instant, Lieut. BENJAMIN POOLE, of the 3d artillery, U. S. A. On the 12th, Lieut. ROWLEY S. JENNINGS, of the 3d artillery. On the 13th, Passed Mid. W. SCANDRETT SMITH, of the navy, son of Major CHARLES H. SMITH, Paymaster, U. S. A.

#### Naval Intelligence.

##### U. S. VESSELS OF WAR REPORTED.

**BRAZIL SQUADRON**—Frigate United States, Capt. Kearny, arrived at New York on Friday last, from Boston.

**WEST INDIA SQUADRON**—Ship Warren, Comm'r. Spencer, arrived at Pensacola, on Tuesday, 5th inst., from Vera Cruz. Passenger, W. D. Jones, Esq., Consul of the United States at Mexico, bearer of despatches from our Minister at Mexico.

Frigate Macedonian, Captain Kannon, and sloop Levant, Comm'r. Smoot, returned to Pensacola on the 5th, after a short cruise in the Gulf.

Ship Vandalia, Comm'r. Levy, went up on Monday to the Navy Yard, Norfolk, to be dismantled, and her crew to be paid off.

#### TRANSPORTATION OF STORES.

NAVY COMMISSIONERS' OFFICE, Nov. 13, 1839.

**PROPOSALS**, sealed and endorsed, will be received at this office until 10 o'clock, A. M., of the 25th inst., for the transportation of provisions and stores to Mahon.

The shipment will be made from the Navy Yard at Norfolk, Va., and will be in quantity or bulk equal to about 3,500 barrels; of which about 750 are wet-barrels, and about 2,750 are dry hogsheads and barrels, or measurement goods; the whole to be taken in one vessel, which must be ready to commence loading on Monday, the 9th of December next. The vessel offered must be able to carry the full amount of freight for which she is offered; the capacity in barrels, of the vessel offered, must be specified, and her name and the place where she is then lying; and if she should prove insufficient to carry the full quantity for which she is offered, ten per centum to be deducted from the price, payable by the charter party, to cover the injury to the United States; but no freight to be paid beyond the amount due for articles which may be actually carried.

The rate or standing at the Insurance Office must be stated, and no vessel will be accepted until satisfactory reports shall be received of her capacity and character, after surveys shall be made by order of the Commissioners of the Navy.

The offers must specify the price asked for all barrels round, without discrimination of wet or dry barrels, or measurement goods; five and a half cubic feet of measurement goods, and thirty gallons to the gauge of all casks, not usually called barrels, whatever they may contain, to be considered as barrels.

No primage to be allowed, nor must any be asked in the proposals.

The freight money will be paid in the United States, by the Navy Agent, near the Navy Yard, Norfolk, or at such other place as shall be directed, within thirty days after proper certificates are exhibited to the said Navy Agent of the safe delivery of the cargo, agreeably to the bills of lading, signed by the United States Navy Storekeeper or Agent, or by the Senior Naval Officer present at the place of delivery.

Fifteen lay days to be allowed, exclusive of Sundays and holidays, at the port of Mahon.

And the offers must specify the rate of demurrage to be demanded in case of greater detention.

Fuller information as to the nature of the stores and kind of packages to be shipped, may be obtained upon application, if deemed necessary, to the Commandant of the Navy Yard, Norfolk, Virginia.

Nov. 14—td

#### ARMY, NAVY, AND MARINE UNIFORMS.

JOHN SMITH, (late of West Point,) would respectfully beg leave to state to the officers of the above corps, that he has received from Washington City a copy of the new regulations, together with the drawing of the Topographical uniforms; and all orders for the same will be punctually attended to, and forwarded with despatch.

N. B. Embroidered Engineer belts, and all Military equipments furnished as usual, at 168 Pearl street, New York City.

July 18—tf

#### E. OWEN & Co.,

##### MILITARY AND NAVAL MERCHANT TAILORS,

NEAR FULLER'S HOTEL, PENNSYLVANIA AVENUE,

EG leave to inform their patrons of the Army and Navy, that they have made arrangements to receive, direct from London, gold and silver Epaullets, Embroidery, gold and silver Lace, and all the articles necessary for the equipment of officers for either service, of a very superior quality.

To the officers of the Corps of Topographical Engineers, they would respectfully state that they have at length succeeded in procuring complete sets of English embroidery for their Corps, the quality of which has been acknowledged by gentlemen of the Corps of unquestionable taste and judgment, to be the richest and rarest workmanship of the kind ever offered to the public.

Sept. 26—tf